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Bulletin's Page of Sports

YOUNG TOGO, CRACK JAPANESE BANTAM, COMING HERE MAY 10

Eddie Robinson Has Promised His Protege a Trip to Honolulu to Visit His Brother, Who Lives Here—May Be Matched Against George Ingle or Young Gans.

A letter from Eddie Robinson to the sporting editor of the Bulletin, telling the information that he will visit Honolulu with Young Togo on May 10. Eddie is evidently up to just what his plans are when he hits Hawaii. As a matter of fact, Togo is very anxious to come here to see his brother, and has been promised the trip as a sort of vacation from the hard work he sometimes does. Of course, if there is any earnings money around, Togo and his manager will subject to saying it is good form, and it is impossible that when the Japanese boxer gets home his convenience will allow him to get away without showing his class. There is talk of matching him with George Ingle.

From his description, Togo is a physical freak.

Damini, it is said, a Japanese who stands 4 feet 10 inches and weighs 160 pounds, a fact who can fit the Fitzsimmons plan take punishment like "Iron Man" Joe Grinn, and there you have a picture of Young Togo of Japan, the "yellow peril" of the prize ring.

Six years ago Togo landed in this country with an excellent knowledge

of Jim Ijtem but minus money and ability to speak the language. He went to work at the Johnson club in Los Angeles, an organization whose members rate their worth by the millions instead of thousands. Togo fought the wealthy ones, plus, predicted their cash, learned the language and picked up a smattering of boxing from Eddie Robinson, the boxing instructor and old-time bare knuckle fighter who in appearance resembles a bond collector instead of an exponent.

Since then he has had 27 bouts, winning 25 by the knockout route. One of the two bouts which he failed to end before the limit was with Harry Forbes, former Boston champion of the world, but he never Forbes such a terrible beating in the 15 rounds they stepped that Forbes was laid up for several days.

On February 26 Battling Nelson waited against the "yellow peril." He guaranteed to stop him in six rounds. Nelson failed and got nothing.

Togo will be 22 years old this next year. He is a great reader, has never tasted liquor or tobacco, can play the piano and speak almost faultless English.

FIRST OXFORD-CAMBRIDGE CONTEST CALLED 'NO RACE'

PUTNEY, Eng., May 5.—The annual eight-mile rowing contest between crews representing the Oxford and Cambridge universities, which started this morning at Putney Bridge, was declared no race after both shells had become waterlogged. The race is to be rowed again on Monday.

The official time for the whole course, from Putney to Mortlake, is given as 29 minutes 38 seconds. The Oxford crew had been rowing eighteen minutes when the boat capsized.

Except for the presence of a strong westerly wind, which boating experts give as advantage to the crew which won the race, to position and selected the Surrey or southern shore, delightful weather prevailed for the sixty-nine interlocking boat race.

The Oxford eight managed to get as far as Chiswick Eyot, about three-quarters of the distance, when the boat had so much water on board that the crew had to stop rowing. Unlike the Cambridge men, however, the dark blues, after towing their boat on shore and emptying out the water, reembarked and finished the course.

Oxford had what would have been an easy victory by rough weather. The Cambridge shell was the first to go under water a little over a mile from the start. The boat commenced to ship water soon after the signal was given to start.

The official time for the whole course from Putney to Mortlake is given as 29 minutes 38 seconds. The Oxford crew had been rowing eighteen minutes when the boat capsized.

Experiments have now corroborated the theory that a downward dip of a monoplane through a greatly increased air pressure upon the surface of the wing. Heretofore the main strength of the wire struts has been devoted to preventing the wing buckling from pressure on the under surface, while no stress has been thought necessary to counteract pressure from above.

The official committee believes many accidents have been due to insufficient protection from air pressure on the upper surface of the wing, and this may be being remedied in all future aeroplanes.

Vestines, the celebrated aviator, who was defeated last Sunday for deputy, has become a popular hero of the district which he desired to represent in the French Parliament. He follows the announcement of the result, which friends of the aviator declare was due to fraud. Vestines says he intends to contest the election and will also become a candidate in the adjoining district.

toned city, I wish to say a few words regarding the coming Olympic meet to be held in Sweden this summer, and Hawaii's connection with it.

Upon my arrival here I learned, to my dismay, that Duke Kahanamoku, Hawaii's representative, was going over to this meet entirely alone, by that I mean without a manager from the Islands. To my mind this is a great mistake. You will find that he will not be given a square deal.

The managers of the different athletic clubs of the East, who have been in this meet, will do their level best to have their men get the honors and would rather see the race lost than have Duke win it. I know the feeling of the Easterners against the colored folks, and that feeling is very bitter. Duke is Hawaiian to us, but is a darky to the Easterners.

My idea in this matter is for Hawaii to send a man with Duke as manager and also to partake in the meet. A man who is familiar with swimming and who can do fancy stunts with good form is the right man for the above-mentioned position.

The best person for Honolulu to send is George Freeth. He is the only man who could justify this position.

As Hawaii well knows, he has grace and form, which is lacking in most of the best men of the East. I will say that I have seen a few of the foremost men around Philadelphia do fancy diving, but there hasn't been one who can compete with George Freeth.

Frank Hartland left for the coast this morning on the Stern, and the Country Club folk look for a regular patron. He will be absent about six weeks and will play in a number of the California courses during his visit.

I am very anxious to see Hawaii win a good place in this meet, and I think that Duke and Freeth would make a team that would be very hard to beat. I believe that this matter needs serious attention.

Mr. Editor, I wish you would kindly find space in your paper for this article for the coming Saturday evening.

I do not wish to have my name signed to it, but you may put my initials if you wish.

Thinking you in advance for the space, I remain, yours truly,

Los Angeles, Calif., April 2, 1912.

"WHITE HOPE" SORE.

SAPULPA, Okla.—Because he says of the "White Hope," Carl Morris, erstwhile white hope, has got the title temporarily at least. He went back to work recently as an engineer on a switch engine in the Sapulpa railroad yard.

Morris quit his engine on the night of July 4, 1910, after Jeffries had been defeated by Johnson, with the stated intention of recovering the championship for the white race. During his 29-months' career, he won 11 battles and lost two and for the time being he asserts he has had enough. But, insists the engineer, he will return and defeat Johnson. Just when, he does not say.

"Things," Morris continues, "are predominating among the press and day fighters."

FITZGERALD AND KING STILL AT IT

Jimmie Sore Because the Soldier Won't Run for Beggarly Purser Offered in 'Frisco.

Jimmie Fitzgerald and Soldier King, the old Honolulu running rivals, are carrying on their controversy on the coast just now. From San Francisco comes the plaint of Fitzgerald that he can't get King onto the track to him, and that the latter is dodging him at every possible opportunity. He says that he is ready to meet King on any distance from three to thirty miles, but that the soldier keeps on sidetracking him.

King's side of the story, as told in letters to his former manager, "Stony" Barron, is that Jimmie is willing to run for a pittance, but that he, King, must indeed pay round the barn-bangs of round rate starting times for ten or fifteen-dollar purses, and that unless Fitzgerald can get back for a race he will there will be nothing doing. King says that if \$50 net is the best King can offer, he will consider.

Viewed from all angles, King seems to have the drop on the situation. Jimmie hasn't been able to hang on to what money he has made in recent years, and instead of sharing his "supper" he has to run for it. There is no reason why King should change his performances by doing likewise.

MONOPLANES ARE WRECKED FROM ABOVE

PARIS, FR.—What promises to be a scientific discovery of the very highest importance in aviation is now being investigated by the French military authorities. The significance of the new theory is such that aeroplane construction will undergo very considerable alteration.

Pending the investigation, the war ministry has issued orders to all military aviators forbidding them to make flights with mountains under further instruction. This move follows upon

the official examination of the incident in which Lieutenant Sicile test-flew his plane, but they were unable to do so, or misunderstood the orders. Instead of bailing, they went ashore, which is a clear violation of the rules of the race, and the umpire's decision that the contest was "no race" was a foregone conclusion.

The official time for the whole course, from Putney to Mortlake, is given as 29 minutes 38 seconds. The Oxford crew had been rowing eighteen minutes when the boat capsized.

Examination of the wrecked machine, as well as testimony of eye-witnesses, proved that the wing of Sicile's monoplane broke downward instead of upward, showing that the pressure of air came from above instead of from underneath, as has been hitherto supposed was the case in fatal accidents.

Experiments have now corroborated the theory that a downward dip of a monoplane through a greatly increased air pressure upon the surface of the wing. Heretofore the main strength of the wire struts has been devoted to preventing the wing buckling from pressure on the under surface, while no stress has been thought necessary to counteract pressure from above.

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